

Blenheim MAC Propwash



May 2016

Chairman's Chat – Peter

The dust has settled from the AGM and the new Committee and I have begun tackling the various motions that were put forward, including reviewing the constitution, committee structure and operating rules. It may not be immediately apparent why this matters, as it just seems like more red-tape, but there have been many changes since the 'Woodbourne Model Aero Club' officially became incorporated under NZ law in 1999.

The club's name has changed and we are no longer incorporated so slightly different legal rules apply to how we run the club's affairs. Members now fly a wider range of model types than before, including gliders, helicopters and multi-rotors as well as traditional fixed-wing power models and now that FPV flying is becoming more popular we may also need to cater for this in future. Parts of our present constitution and rules also no longer reflect what the committee and club actually does on a day-to-day basis and this needs to be addressed.

There are also external changes happening that are affecting us, including stricter requirements from the NZ CAA on model flying and control of flying sites, changes to the MFNZ flying proficiency scheme, plus the ever increasing media and public attention on R/C flying due to the reckless and sometimes illegal operation of quadcopters/drones by a small minority. For all these reasons, and to ensure the committee continues to properly represent club members and works

effectively to protect our interests, we need to review and take stock.

It will take time to complete this work but rest assured you will be kept informed about and consulted on any changes that are proposed.

Jo Prigmore has very kindly agreed to become our Newsletter Editor and Chris Brew continues his vital work as Webmaster and both the newsletter and club website will be publishing all the latest news, photos, technical and safety information to help us get the most fun out of our hobby, whatever we fly.

Dates have been agreed for this year's committee meetings and club 'socials', which will be taking place at Dodson Street Beer Garden in Blenheim and details will be on the website and in the newsletter. I encourage all members to come along to these evenings, either just to have a drink and a chat with some mates in a relaxed environment away from the flying field, or to ask questions, make suggestions and put forward your ideas to committee members, so we keep on working together to make Blenheim Model Aero Club the best model flying club in New Zealand.

Finally an important safety reminder for all RC pilots using Bankhouse flying site and approaching to land from west to east: **MIND THE WIRES**. There have recently been 3 separate collisions with the overhead power lines to the west of the runway, by 3 different pilots on 3 different days. This shows that this is a site problem and can't just be put down to simple pilot error or inattention.

The wires are almost impossible to see from the pilot box and if you do a rectangular circuit with a wide turn onto base and then get a little low on final you will be very close to or may fly straight into them. This will wreck your model and ruin your day.

3 suggestions to prevent this happening to you:

1. Next time you are at the field, go to the western boundary before you fly and eyeball the wires so you know exactly where they are in relation to your intended approach path. It will surprise you.
2. If you prefer to do rectangular circuits don't go too wide, keep closer in to the runway and turn onto base early so that when you do turn onto final you are inside or well above the wires.
3. Try doing an oval circuit or 'race-track' approach as taught to air force pilots. This is a more efficient circuit to fly, is more likely to keep you clear of the wires and has the added benefit that if your motor quits in the circuit you have a better chance of making it back to the field.

Remember "Safe flying is no accident"

EARLY DAYS *by Marf*

After building chuck gliders that flew and rubber driven models that did not I pestered my Mum and Dad for a model diesel motor for Christmas 1948. The price was 3 pounds 15 shillings or \$7.50. That sounds cheap but I had a flying mate at the time working as an apprentice bicycle mechanic for 2 pounds a week! The motor duly arrived and my Dad a chemist mixed me up a bottle of diesel fuel consisting of equal parts of castor oil, kerosene and ether. This is a vile smelling brew and the copious exhaust of model diesels even worse! "You can't come inside with those smelly clothes!" my Mother decreed. The engine a British ED Bee refused to start despite thousands of flicks that long Christmas weekend so when the shops opened again my Mother and I went back to the model shop where she demanded her money back. "Come with me madam" said the proprietor and we disappeared into his cluttered back room, the motor was clamped in a vise and in a few seconds the motor was running. Back home I got the motor running too and soon I was revelling in the sweet perfume of diesel exhaust. My engine running clothes always had to be hung up in the shed, a WW2 Army hut before going inside. I'll show you some of the models I put this motor in another time.



Weather Check : http://www.yr.no/place/New_Zealand/Marlborough/Renwick
Club Website: <http://www.bmac.org.nz> Model Flying NZ: <http://www.modelflyingnz.org>
Blenheim MAC and all its flying members are affiliated to the National governing body Model Flying NZ

From the secretary – Murray

Committee		
Chairman	Peter Deacon	peterd@orcon.net.nz
Vice Chairman	Phil Aubry	Champagne_rose@xtra.co.nz
Secretary / Treasurer	Murray Herd	mherdz@xtra.co.nz
Member	Guy Marfell	marf@xtra.co.nz
Member	Phil Elvy	pjelvy@gmail.com
Member	Peter Graham	Petergraham181@gmail.com
Member	Glenn Treleaven (Trev)	Glenn_treleaven@hotmail.com

Other Club Appointments:		
Safety Officer	Murray Herd	mherdz@xtra.co.nz
Safety Officer	Tony Rogers	Tony.towbar@xtra.co.nz
Mowing – runway & pits	Richard Craddock	aceflyerdik@yahoo.co.uk
Mowing – high mown areas	Guy Marfell	marf@xtra.co.nz
Mowing – high mown areas	Frank Carlisle	fcargo@xtra.co.nz
Mowing – runway grooming	Alf van der Hulst	alffvdh@gmail.com
Webmaster	Chris Brew	cbperformance@hotmail.com
Newsletter (temporary)	Jo Prigmore	justjoagain@hotmail.com

Instructors:	Wings examiners:	Large model inspector
Murray Herd	Peter Deacon	Tony Rogers
Tony Rogers	Guy Marfell	
Frank Carlisle (mode 1)		
Peter Deacon (mode 2)		

Notes:

1. Everyone should be their own safety officer
2. If you want to assist with mowing see Richard or Frank and get checked out on the club tractor
3. If you have something for the club website see Chris
4. Please send articles for the newsletter to Jo
5. This list does not preclude other wings holders carrying out instructing
6. The wings examiners are authorised by Model Flying NZ (The examiner cannot also be the candidate's instructor)
7. Large model examiners are authorised by Model Flying NZ (Large model permits).

Club Fees

The annual **MFNZ** fees as from 1st April 2016 are

Senior	\$70.00
Junior	\$20.00
Family	\$75.00 (Parent + 1 child)

The **BMAC** Cub Fees for the next financial year

Senior	\$45.00
Junior	\$20.00
Family	\$65.00 (Parent + 1 child)

Making **total fees for Club & MFNZ**

Senior	\$115.00
Junior	\$40.00
Family	\$135.00 (Parent + 1 child)

With the added change for new and previous members rejoining (i.e. who were not financial in the previous year) that after 1st November the fees will be reduced to \$35 for MFNZ plus \$30.00 club fees

Omarama Visit – Ken

ANZAC weekend saw model pilots from Auckland to Gore descend on Omarama, bringing with them gliders from 3 meters to 7 meters, and tug aircraft ranging from 33% Pawnees down to a 1/5 scale electric piper cub. A 45% Pawnee didn't make the trip due to technical



difficulties but it would have been a sight to see, next time hopefully!!

The event was held on the Omarama airfield from where Glide Omarama operates as a business. Many other gliding clubs have hangars on the field and other aero clubs frequent the area as a scenic flight travelling through the many lakes, mountains and rivers valleys. Truly awesome scenery while driving; it must be magic flying over it.

Flying for me started on Thursday on the adjacent Omarama model aero club field some 300 meters away from the main airfield, flying some DLG and a Cub engine run up. This was in preparation to fulfil one of my desires to fly the Cub in this environment. The Aero tow event started officially Friday lunch time, many turned up early to assemble the multiple machines and catch up with like-minded people. The later part seemed to take over as there was more conversation going on than building.

The attendees gathered for the pilots' briefing and were surprised to learn we would be operating off the same airfield as the commercial glider flights (and their tugs). We had radio contact and a set procedure with airborne models whenever a departure or arrival was to occur with full size aircraft. Glide Omarama went out of their way to support our activities and the model flying organisers of the event did the same to support the cohabitation of the airfield in a very safe manner. A very special feeling: flying your model while full size aircraft are taking off in front of you (with heaps of separation between the two).

Saturday dawned bright and chilly, many more pilots turning up for the full-on day's activities. Pilots briefing conducted, confirming that we were behaving ourselves and the flying procedure was working well on the air field. The event organisers also attended the Glide Omarama pilots briefing each morning so they knew when the likelihood of full size flights were to occur and to resolve any issues; none encountered as far as I'm aware of. Each model pilot had to have a spotter, for communication and the extra set of eyes. The pilot's box was managed by a marshal in radio contact with airfield traffic. The take-off area was under the control of another marshal, these chaps and their local club assistants worked tirelessly to keep these areas prone to crowding under control. They also went without flying for the most part of the weekend - a credit to their fine organisation and smooth running of the event.

The Pits area was rapidly filling up with gliders of all sorts and sizes. At one stage I lost my 3 meter one as it was surrounded by many larger works of art that made me feel quite inadequate, size does matter! Flying finished around 5pm on Saturday which made for a long day starting at 8am, but the quality and quantity of flying made it all worthwhile, to such an extent I mentioned that any other flying after Saturday was an added bonus. My trip expectations had already been fulfilled and I still had a day and a half to go.



Sunday dawned frosty, iced up windscreens around the Top Ten Holiday Park were not uncommon. My 2 minute drive to the airfield was a slow one peering through my now cleared windscreen and passing around twenty camper vans queuing for petrol. The "mobile city" is definitely a way of life down there. A slower start Sunday due to cold and the exhaustion from

flying the day before saw many models ready but no action. Models were stored overnight in airfield hangars which allowed an easy start to the day. These full size guys have it made.

Again a full morning of flying in crisp clear air ensued with the wind steadily rising, the afternoon saw gusty conditions and many pilots running to secure their grounded models. The wind abated late afternoon and many took to the air again. Some of the bigger modern aircraft were trying out their GPS triangle racing skills. This was fascinating to watch the co-pilot and pilot interact with course headings, speed, altitude, distance to go to turn point etc. Some incredible speeds were being flown as the GPS flying involves a triangle course, a minimum altitude and the objective to get around the course as many times in the allotted time frame, all this after being towed up. An Aussie neighbour came over the ditch for this Omarama event and was very knowledgeable in this flying discipline, passing on



A large project in its first test flight stages of gliding while being towed, unfortunately the big tug didn't make the trip.

assistance with spare GPS equipment for others to try and to assist in co-piloting them. I can see this catching on as it's testing the pilot to achieve set outcomes while navigating yourself around a course and maintaining height (no motors remember). It seems easy enough.

Monday: final morning of flying before departure. My ANZAC day responsibilities taken care of at the local "Rock and Plaque" outside the police station meant an early start to flying for me, I was keen to finally get the Cub up and flying while there was little activity going on. It was a beautiful flight, still air, great scenery and a huge airfield to make the most of before the gliders started to arrive at the launch box. For me that was the finish of the flying. All batteries flat but well used, loss of my Velcro tow line attachment and feeling rather fatigued.

Packed up at lunch time and proceeded to find as many shingle roads as I could on my way back to CHCH. On reflection it was a fantastic weekend, great flying, well run event, no hassles, different flying environment with scenery and full size craft sharing the runway and lots of humour. A nice get away; I've booked this in for next year already. Glide Omarama also donated a 30 minute glider flight inclusive of tow for a lucky registered model pilot; I think the lucky pilot got more than his ½ hour with a fantastic flight using lot of wave cloud form to assist.

You'll have noticed I've not mentioned any people or model names above; this is because there were around thirty pilots with even more models and I'm sure I would have gotten them wrong. Suffice to say that Peter Deacon, the Ashwell's and I enjoyed the event immensely.

Cheers for now Kenny Mac